

The Cairo Bulletin.

BY JOHN H. OBERLY & CO.

The Bulletin. FRIDAY.

THE election of a Democrat to the Pennsylvania Senate, from the Philadelphia district, is an event of great importance to the Democracy alike of that State and of the nation. The House has a small Radical majority; but by the election of Dechaat, from Philadelphia, the Democracy have a majority of one in the Senate. This will check the purpose of the Radicals to redistrict the State under the recent census in a manner that will give them at least fourteen of the nineteen Congressional districts, and will compel them to respect the rights of the Democracy otherwise.

INDIANA AND MISSOURI.

The Cincinnati *Enquirer*, in dealing with the oppressive registration and disfranchising laws of Missouri, introduces a comparison of the population and vote of that State and Indiana to show up the injustice and enormity of the measures by which Missouri has been held by radicals. Below we give the figures bearing upon this subject:

Population in 1870. Vote in 1870.

Indiana..... 74,000 35,000

Missouri..... 120,000 41,000

It will be seen that Indiana, with less population than Missouri, polled very nearly twice as many votes as the latter. This shows the immense extent of the disfranchising process, which Gen. Grant's administration did its best in the late election in Missouri to continue. Seeing the number that are enfranchised by the late victory in Missouri, can we doubt that in 1872 the majority against Grant and his party will be nearer 100,000 than 41,000, as at the last election?

THE SENATORIAL CONTEST.

The Quincy *Herald* says that advice from Springfield are somewhat conflicting in regard to the Senatorial contest in this State. The State *Register* declares the election of Logan a foregone conclusion, and while regretting that such is to be the result admits that King Caucus will prevail, and in the caucus Logan will be supreme. However the *Register* may not be authority upon this subject, and the correspondents of leading Chicago and St. Louis journals have perhaps as reliable opinions. The latter do not concede the election of Logan but intimate that his cause is losing rather than gaining strength. At present it is difficult to determine the prospects of the respective candidates, but a few days may develop the strength that each will carry into the final contest before the Legislature. Whatever developments may be made, it is to be hoped that the defeat of Logan and Iglesias will be assured. Leaving out these two ignoble aspirants, honest people would have little cause of complaint at the election of either of the other prominent candidates named.

The following on the same subject is from the Jacksonville *Journal*:

The near approach of the meeting of the legislature renders the coming election of a United States Senator in place of Senator Yates interesting among Republican circles. It would seem that the contest will be between Gov. Palmer, Gen. Logan, Gov. Ordeysh and Gov. Koenne. In this contest Gen. Logan has an important element of strength being at the head of the Grand Army of the Republic, and also from having joined the Methodist church. The latter movement is him in this contest, a tower of strength in the Republican party, and he is shrewd enough to know it. Yet, he has weight to carry—his early connection with the rebellion and the general lack of confidence in him even in the Republican party, together with the chance that if he is elected Senator a Democrat may be elected in his place of Congressmen-at-Large.

In this contest the Democratic members of the Legislature may possibly, in the end, have something to say should the contest between the several Republican aspirants wax warm. They cannot hope to elect a Democrat, but they may possibly cast the scale between the Republican aspirants.

THE DEATH OF KIT BURN.

The Closing Scene of a Life of Disaster—The Probable End of the Fourth Ward Rat Pit—Kit Burn's Real Name.

(From the New York Sun.)

Christopher Burn died at 10:30 P.M. yesterday, in the old Bandbox, 259 Water street, aged 48 years. His agony and contortions during the last few hours of his existence were fearful, and only witnessed by Mrs. Burn, their two daughters, the Rev. Father Martin, and the medical attendant.

Kit Burn, whose real name was William Keybourne, emigrated from Donegal, Ireland, in 1824, and began life in the Fourth ward, as a keeper in a notorious dance house. Two years later he was proprietor of a questionable place of resort in Water street, and having much leisure time became a dog fancier, amateur gambler and associate of sporting men. He soon learned the mysteries of the fist, and a few years later had a reputation as a first class trainer.

Then, being at the height of his fame, he married, and sent for his parents and brother. The former are aged, and reside in Brooklyn; the latter is a New York policeman.

Of late years his whole attention was given to canine exhibitions, in the rat pit,

adjoining the Bandbox, which is now used as a mission. His new pit, 338 Water street, that became the center of attraction, three hundred rats having been given away free of charge on a single evening for owners to try their dogs with. On these occasions prizes were given to the dogs winning the largest number of rats in the shortest time. This is the end of the Fourth ward rat pit.

BOUTWELL.

He Would be a Senator, but "Let Concealment" Give.

(World's Washington Special.)

There is a story on the streets, and in the lobbies that Secretary Boutwell and Senator Sumner have entered into a compact to attempt to throw Senator Wilson overboard, and elect the former to be United States Senator for the term commencing March 3, 1871. It is further stated that Boutwell will cling to his present position until he is assured of the success of the foregoing scheme, and that his contemplated visit to Boston, to be present at the opening of the Massachusetts Legislature, has no other object in view than its furtherance. In the meantime Mr. Wilson, who dodged the vote on San Domingo, and thereby is supposed to have obtained at least the partial influence of the Administration for his reelection, asserts positively that the Legislature was passed for him, and that one of the main points in the cause was the question of supporting him, on which a majority of both branches were elected, so that he feels confident that Mr. Boutwell has not a ghost of a chance. He also asserts that there is no truth in the statements of existing differences between the latter and the President. But notwithstanding his attempted show of indifference, his earnest manner in speaking of the subject indicates more than usual anxiety and nervousness. He is particularly anxious about the subject of the frequent conferences which have transpired between Sumner and Boutwell since the San Domingo defeat. Outsiders, however, agree that they have been occasioned by the necessity of arranging the preliminaries to the grand effort with the Legislature. It is also agreed that although Mr. Boutwell may be willing to submit to almost anything from the President for the purpose of nursing his fowling-laden existence, because he has failed already in that respect, and if he fails again will gain the reputation of a bungling financier, his friendship for the intimate relations existing between him and the leader of the opposition in the Senate, Mr. Sumner, imperatively demands his retirement from the Cabinet.

RIVER NAVIGATION.

Starting Facts—Our Western Rivers Gradually Diminishing in Volume.

(From the Peoria Review.)

In days gone by, when Western rivers were the great and almost only avenue of commerce, floating palaces of immense tonnage ploughed their currents in all parts of the country. Men talked less of troublesome rapids and bars than now, and such a thing as blasting boulders had hardly been thought of. Immense boats passed at all times, and generally without difficulty, up the Mississippi, over the Des Moines and Rock Island rapids, and first class side-wheel boats ran at all times to St. Paul, while now only the very lightest draught boats are able to ascend above the mouth of the St. Croix, except during unusually high water. The Wisconsin was navigated regularly. The Rock, Kaskaskia and the Wabash, as well as the Des Moines were often ascended to considerable distances by boats, while our own Illinois was daily thronged with boats of a class which has long lost a stranger, except at rare intervals.

Why is it? Some have said that the cultivation of the soil renders the encroachment of rivers upon their banks more easy, and the water has spread over more surface. Careful measurements kept up for a considerable period, have proved the falsity of these views. Like careful computations prove the quantity of water to have diminished 18 per cent, within a comparatively few years. The fact is forced upon us that our Western rivers are diminishing in volume.

Various causes are assigned. Some advance the opinion that the large area under cultivation absorbs the rains as they fall, and returns them to the atmosphere in the form of moisture through the medium of growing crops and succulent vegetation, instead of repelling the waters, as in the case of an unbroken prairie, and sending them to the ocean through the medium of rivulets, creeks and rivers. There is doubtless much truth in this, but a truth more generally conceded is that the destruction of forests at the head waters of all these great streams, has much to do with the sudden absorption of rain and the great dearth of supplies in these streams.

Many are ready to argue that we may as well give up the idea of river navigation at once, and not attempt by artificial improvements what seems thwarted by natural causes. But we must consider that with a proper channel to empty what water there is, and always will be, better navigation facilities will be afforded than were ever afforded with streams following their natural inclinations. It is not the quantity of water so much as the character of the channel. Rock river probably discharges nearly or quite as much water as the Illinois. The former is rapid, shifting, and undulating; the latter, direct, slow, and generally confined in a single channel. The Wisconsin of late years abandoned, has four times the volume of some navigable streams, and if collected in a single channel, as is about to be done, will afford a safe and reliable stream for boating purposes. The people are to remember that a navigable stream, aside from affording a cheap means of transportation for heavy freights, is a highway upon which every citizen may run his own craft, whether great or small, by conforming to the general laws, without being controlled by monopolies or private interests.

Mukluk in the Tribune Office—A Glass by Pronouncements.

The New York Tribune claims to have received the following gory hand-bill from Georgia, where (the Tribune says) it has

DAILY

CAIRO, ILLINOIS, DECEMBER 30, 1870.

ONLY DAILY PAPER IN EGYPT.

MILLINERY.

To THE LADIES.
Mrs. C. McGEE'S
Cheap Store

Is now abundantly supplied with

NEW GOODS

To which she particularly invites attention.

She has just received a full line of

Dress Trimmings, Silk Gimp, Silk

Galon, Guipure, Laces, Rose

Trimmings, Silk and

Velvet Buttons,

Crochet Buttons, Plush

and Trimming Velvet, Silk Gimp.

HATS and BONNETS.

Fine Kid Gloves,

Ladies and Childrens' Shoes

And a full and complete stock of

MILLINERY

...AND...

FANCY GOODS,

All of which she proposes to sell at

The Very Lowest Cash Prices

She invites the ladies to call and see her new goods and learn the prices.

She is determined to maintain her claim to the honor of having "The Cheap Store."

etc., etc.

BOAT STORES.

SAM WILSON.

DEALER IN

BOAT STORES

GROCERIES,

...AND...

PROVISIONS

110 OHIO LEVEE,

Cairo, Illinois.

RAILROADS.

QUICKEST ROUTE FROM

THE SOUTH,

...via...

ILLINOIS CENTRAL R. R.

St. Louis, Louisville, Cincinnati

Chicago, New York, Boston

...AND ALL...

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DEPART—3:05 A. M.

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Bangor, and all points in Illinois

Missouri, Minnesota, Wisconsin and

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St. Louis, Springfield, Louisville, Cincinnati,

and at Centralia Michigan, Central, Minn.

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and Chicago Railroads to

DETROIT, GRAND RAPIDS,

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ALBANY, NEW YORK,

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SPRINGFIELD & ILLINOIS SOUTHEASTERN R. R.

On and after Thursday, April 18th

trains will run as follows:

GOING SOUTHEAST—LEAVE SPRINGFIELD.

EXPRESS..... 9:15 A. M.

EXTRA..... 10:15 A. M.

GOING NORTHWEST—LEAVE PANA.

EXTRA..... 4:15 P. M.

Making close connections at Pana with Illinois Central R. R. for all points south, and with the St. Louis, and St. Louis and San Joaquin, and Louisville, and all points west. Also, at Springfield with the Toledo, West and Western R. R. for Quincy and all points west, with the Chicago and Alton, and with the Illinois and Chicago, and all points east and northwest.

JOHN FOGLITT, Agent Ticket Ag.

4:15 P. M.

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ROSS' COAL YARD.

FOOT OF ELEVENTH STREET

Mount Carbo, De Quoin and

Ohio River.

COAL.

A good Supply on Hand, and delivered

in any part of the city.

Every Load of Coal Weighed, and all

Measure Given.

DU QUOIN CAR FURNISH. AT \$30

PER CAR LOAD.

Orders left at the office will be filled immediately.

JAMES GOSS, Prop'r.

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Are Prepared to Supply Customers